

# What the Automobile Did to Art

The inventor of the automobile doubtless thought he was doing a great thing for humanity, but it is not likely he ever thought where his invention would lead. Only twenty years ago the automobile was a curiosity. Today it wins the battles in Europe, it keeps the middle class man hopelessly in debt, it furnishes the criminal opportunity to run away after a crime, it enables the physician to dash on an errand of mercy, it facilitates the delivery of provisions and, in short, enables us to live more hours in a minute than we used to live in a day.

While others may debate as to whether the automobile is an asset or a liability to the human race there is one who has his mind made up and will neither debate nor listen to debate. He is Will J. Lowry, artist, who is best known for his painting of Colonel Baker, the hero of the battle of Ball's Bluff, and also for his recent portrait of Uncle Joe Cannon.

Painting was a lucrative occupation when Lowry decided to quit decorative art years ago and took to painting landscapes for sale and portraits for profit. Women would spend thousands of dollars for

best exercise in the world is walking.

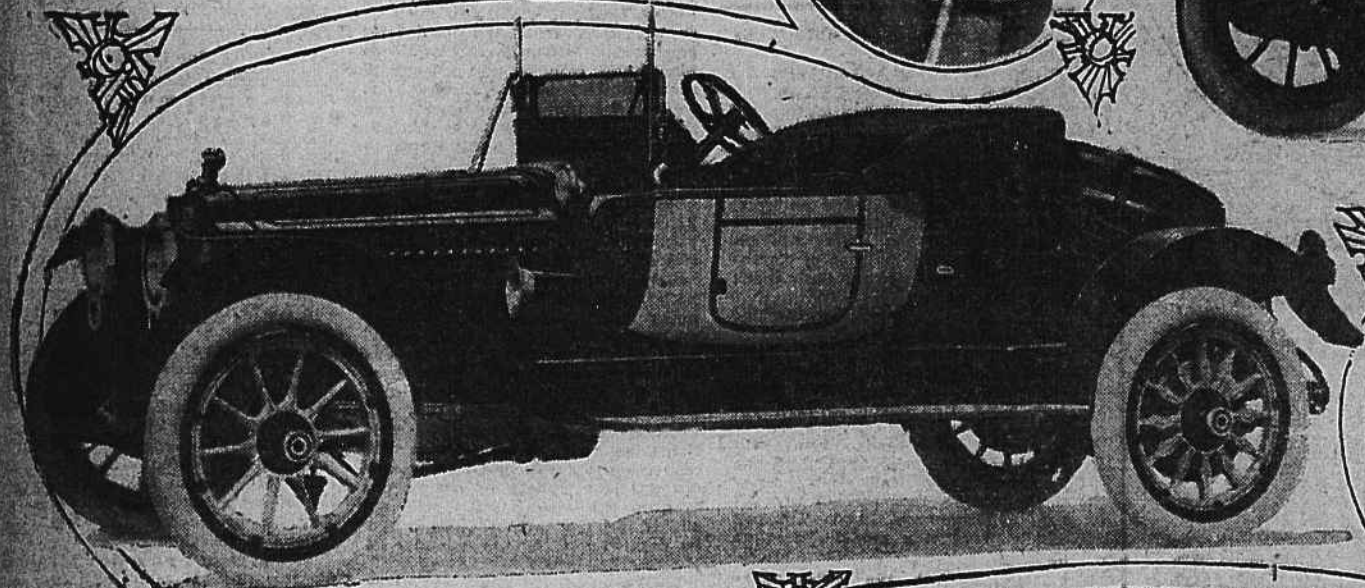
"The automobile is all right in its place. It should be a servant of man, and not a slave. It is right for a man to have an automobile when he can use it without too much of a drain on his finances. It is wrong when he plunges into debt and ruins himself financially.

## AMERICA WILL USE 65,000 TONS OF RUBBER.

So important has the automobile industry become, that the United States will consume 65,000 tons of rubber in the next twelve months. Because of the British embargo on exportation of rubber there is available only about 32,500 tons from Brazil and 5,000 tons from other sources. Europe will take about 7,500 tons of the Brazilian crop, regardless of price. So that with a need of 65,000 tons and a supply of 32,500 in sight, America will be short 30,000 tons. The result of the embargo is already seen in the tremendous differences in the price of rubber prevailing in this country and in England at the present time. It is possible to get all the rubber necessary in London for 51 cents a ton, while it has al-



Will J. Lowry, Artist Who Painted Joe Cannon's Picture, Says Women Are Now Spending Their Money for Motor Cars Leaving the Painters to Starve



hard walls flanked the sides, were graceful disposition of elements of the greatest American architectural creativity, the rich Georgian scheme of decoration that provides the show essentially our own, and so appropriately, as foreign manufacture and ingenuity is war-paralyzed. Above, the ceiling aglow with thousands of lights, spread over all a brilliant firmament of soft illumination, comfort.

This brief resume of exhibits fully aligned gives but a hint of the totality of effect and the importance of this preparation to demonstrate in the most lucid manner the great advance in every detail of motor car science, and its practical application to car making and the comfort of the passenger. There will be fully twice as many more exhibitors and every one has his own surprise in re-

ble designs, motorcycles and accessories. The cars are most prominent and not the decorations. The decoration is beautiful and brilliant, but it is contributory and not primary.

The show was under the direct personal management of S. A. Miles, who has managed all of the Chicago automobile shows, likewise several of those held in New York City.

All told, there were 343 exhibitors, of which number 89 showed passenger cars; 241 display accessories and parts, and 13 motorcycles exhibits. Of the number of car exhibitors 6 displayed electric vehicles.

## War Words.

Many a quaint bit of history is enshrouded in the words used in war. For instance, the terms "lance sergeant" and "lance corporal" arose from the fact that in the old days the holders of those ranks carried, instead of a halberd, a lance, round the head of which was twisted a slow match. Just before a battle took place they went round the ranks with these torchlike lances and gave fire to the matchlock men.

"Colonel" comes from the Italian "colonnella," a column, the "campagna colonella" having been the first company of an infantry regiment, the little column which the "colonel" led. The little "lieutenant" comes from a word signifying "holding the place"—i. e., a lieutenant colonel is a sort of understudy for a colonel; a lieutenant looks after a company in the absence of the captain, and so on.

The word "dragoon" was first used of a regiment of mounted infantry, so called from the "dragon" or short muskets with which they were armed. The widely known cavalry call of "boots and saddles" is really a corruption of the old French sign "Bout-Selles" or "Put on your saddles."

Admiral comes from the Arabic "Emir of Bagh," meaning "lord of the sea." Commodore comes from the Italian "comandatore." "Mate" is from the Icelandic and means "an equal," and the term "living quarter" is believed to have originated in the agreement which existed in the old fighting days that the ransom of a foot soldier should be one-quarter of his pay for one year.

## The Pennant Race.

Well, the pennant race next season promises to be unusually interesting. "Yes, in a long way."

paintings while now they don't spend hundreds. The automobile is to blame for it all. While women were sitting around their firesides twenty years ago admiring beautiful paintings in their homes the automobile took a running jump and tore right through the painter's easel.

"It isn't that I care any for myself," said Lowry, "I do hate to see all that good money go tearing around the countryside at night while women ought to be at home looking at beautiful works of art. If a man pays \$5,000 for an automobile which will not bring \$2,000 in two years, and if he has to pay \$100 a month for the upkeep of the machine, he isn't going to buy paintings for his wife.

"The painting might last the man a life time and could be had for less than the automobile, but it still does not have the attractions the automobile has.

"When people did not have automobiles they used to live in the country where they could enjoy the fresh air. Now they live in an apartment house and drive to the country when they want air. Twenty years ago it was fashionable for women to take walks across the country. Now they ride and nature cannot be seen at her best when you ride.

"There are women who will spend hundreds of dollars for paintings even now. Perhaps they are learning something about the high cost of the automobile and are going back to the first principles of happiness. Every now and then I hear opinion expressed about the high cost of living. The high cost of living is the extra money thrown into automobiles and sent flying away across the country night and day. I am sorry for those people who are as automobile mad they forget the

ready soared to 85 cents a ton in New York, with prospects of reaching \$1 in two months.

A prominent rubber man in Manhattan stated that America would always get enough rubber to manufacture goods, but it might be so inconvenient to get hold of it and such a high price might have to be paid in competition with other countries that many manufacturers would not care to carry on their business until there would be more profit in it.

Receipts of rubber at Para during the past five months amounted to several thousand tons below those for the same period a year ago. Since the start of the European war Para rubber has advanced some 25 per cent in price, but in view of the fact that money has been very scarce in the Amazon basin during the year, and also during 1913, it has been difficult for the planters to finance their operations.

It is well understood in this section that as matters stand at present the United States has only Brazil to turn to in connection with its larger supply of crude rubber. In ordinary times the North American country takes about 45 per cent of the entire rubber output of the world. The American situation already has had the effect of stirring planters into activity, and with improved shipping conditions not only will Para be benefited because of its ability to export, but the United States will secure a considerable relief for its manufacturers.

It may even be that the foreign situation will give something of real commercial value to Brazil, for it is not to be denied that in recent years manufacturers have been turning more and more to Ceylon and the Federated Malay

States for their supplies. There are predictions now that extremely high prices will rule before long if the embargo is not removed from this essential product. Some exporters already are talking about \$2 and \$3 rubber although the prevailing price is far from that point.

That Para and the entire Amazon territory would welcome a revival of the rubber industry goes without saying. The world's production of this staple last year was 109,000 tons of which 47,000 tons came from the Far East. Brazil contributed 39,000 tons and other Latin-American countries and Africa made up the balance. The production for 1914 is estimated at 120,000 tons.

The vast sum of money spent in automobiles is indicated by the au-

**WILL LOWRY** at work in his studio and pictures of automobiles on the race track and in the show-rooms.

tomobile shows of 1915 models.

The great barren floor space of 40,000 square feet, the street level of the Metropolitan Building, Broad and Callowhill streets, was transformed into a bower of beauty, an architectural delight, winsome and winning as a banquet hall, for the coming fourteenth automobile show of the Philadelphia Automobile Trade Association.

Where big, gleaming pillars stood in forbidding array, and staring

ing to the senses but just to the motor marvels of the show.

The lines of assigned space were so marked out that one a little acquainted with the various locations and the glories of past shows may easily visualize the 1915 show in progress—the fine decorative effect, the comprehensive exhibit of the best cars in the world, the delightful lighting and even the strains of the artistic music so carefully prepared by Impresario Johnson, whose orchestra is sure to be one of the real big hits of the whole week.

Chief in public interest, however, is the car itself, the refinements that an additional year has brought, the new ideas in engine, ignition, starting, changes of weights and measures, new comforts in the body, and grace of contour.

serve.

New York's greatest automobile show, the fifteenth annual, held under the auspices of the National Automobile Chamber of Commerce, opened in the Grand Central Palace. At the exposition for 1915 models of America's motor car manufacturers are formally displayed to the public for the first time and the exhibits reveal many striking novelties.

Judging from the size and character of the crowd, it was evident that this show is the one awaited for each year by New Yorkers. It is the one that attracts the motor enthusiasts from all parts of the country. Surging along the aisles of the main floor, then on the other three floors devoted to the show exhibits, thousands of visitors caught glimpses of everything that is new and interesting in automo-

